

Preliminary Report on MPO / ARB Target Setting Analysis

*Presentation to
Regional Targets Advisory Committee
May 25, 2010*

Overview

- Background
- SB 375 Target Setting Analysis Process
- Summary of Results Obtained to Date
- Conclusions

Background

- **MPO Executive Directors and ARB senior staff developed joint process:**
 - Planning Working Group
 - Modeling Working Group
 - Legal Working Group
- **Planning Working Group coordinated target setting analysis:**
 - Group was comprised of MPO planning directors and staff, ARB staff, and Caltrans staff; all 18 MPOs were invited
 - Met with Modeling Working Group and Legal Working Group as needed
- **MPO Executive Directors and ARB senior staff met with working groups periodically to review assumptions, methodology and results**

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MPO / ARB Target Setting Process

- 1. MPOs analyze existing RTPs and estimate GHG levels at 2005, 2020, and 2035**
- 2. ARB compiles results for all 18 MPOs to create “base case”**
- 3. MPOs develop alternative scenarios leading to more ambitious GHG reductions**

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MPO / ARB Target-Setting Process

4. MPOs analyze alternative scenarios and submit results to ARB staff
5. ARB staff evaluates information submitted by MPOs and other stakeholders
6. ARB staff recommends draft targets
(by June 30, 2010)
7. ARB obtains input from MPOs and other stakeholders on draft targets; Board approves targets
(by September 30, 2010)

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Step 1 & 2– Analysis of Existing RTPs

Step 1

Each MPO analyzed its adopted fiscally constrained RTP for 2005 base year, and for 2020 and 2035, using consistent planning assumptions for:

- Fuel prices and vehicle operating costs
- Fleet mix and fuel efficiency standards
- Removal of pass-through (XX) trips
- Updated revenue forecasts where available
- Relationship of goods movement-related travel demand to overall travel demand

Step 2

ARB compiled information from Step 1 and distributed for public review

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Step 3 – Preparation of Alternative Scenarios

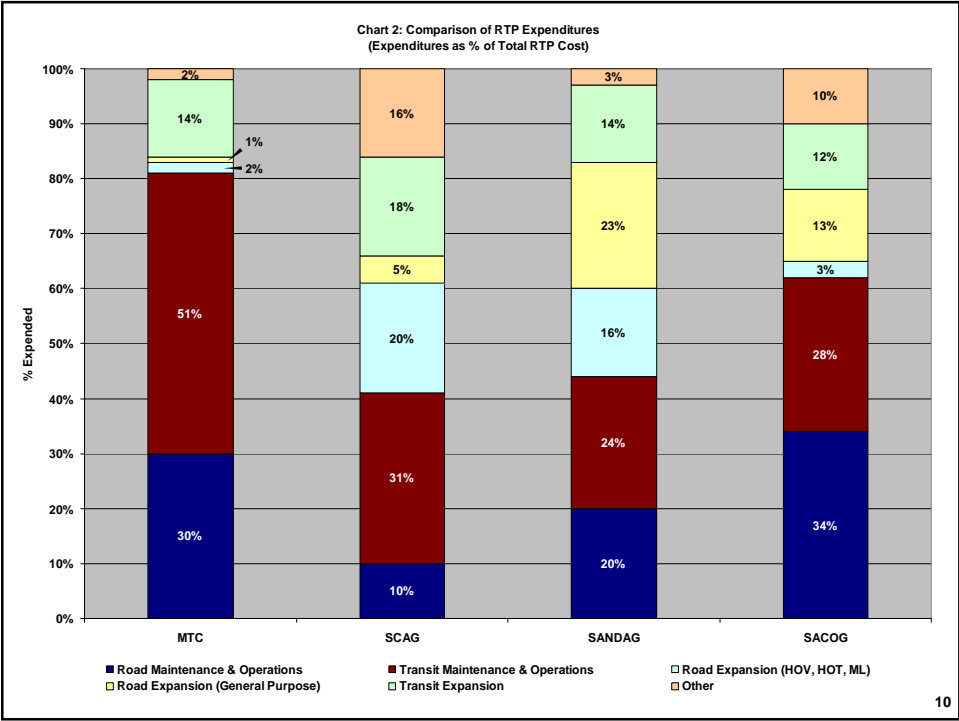
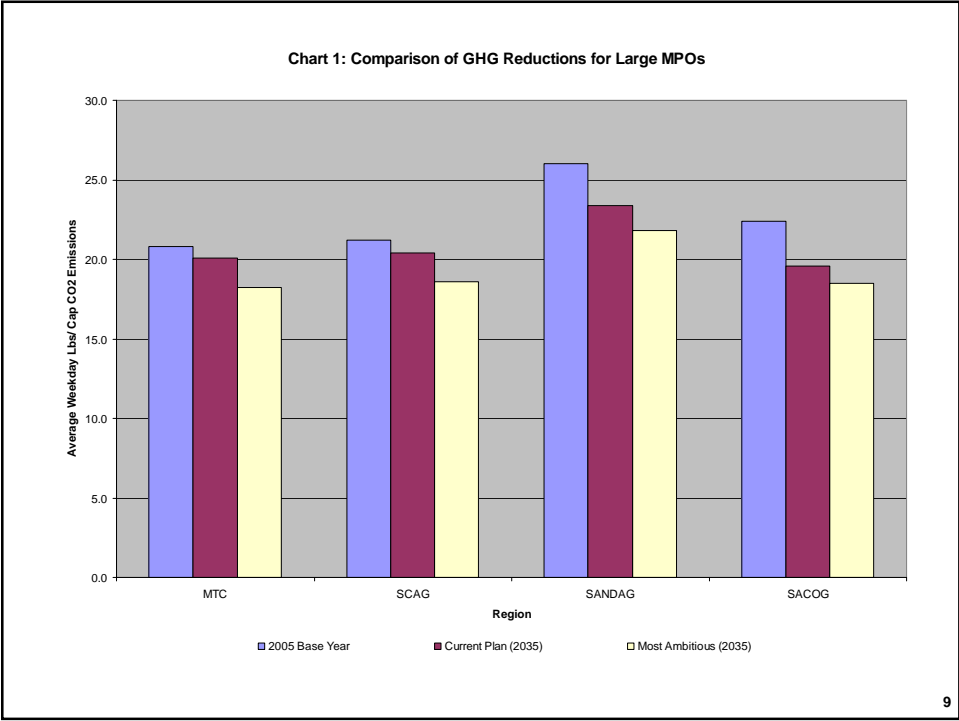
- **MPOs developed coordinated approach to alternative scenarios, based on the following categories:**
 - Land Use Measures
 - Transportation System Improvements (public transit, bicycle facilities, pedestrian facilities)
 - Transportation Demand Management (TDM) and Transportation System Management (TSM) measures
 - Pricing Measures
- **Each MPO developed its own set of alternative scenarios**

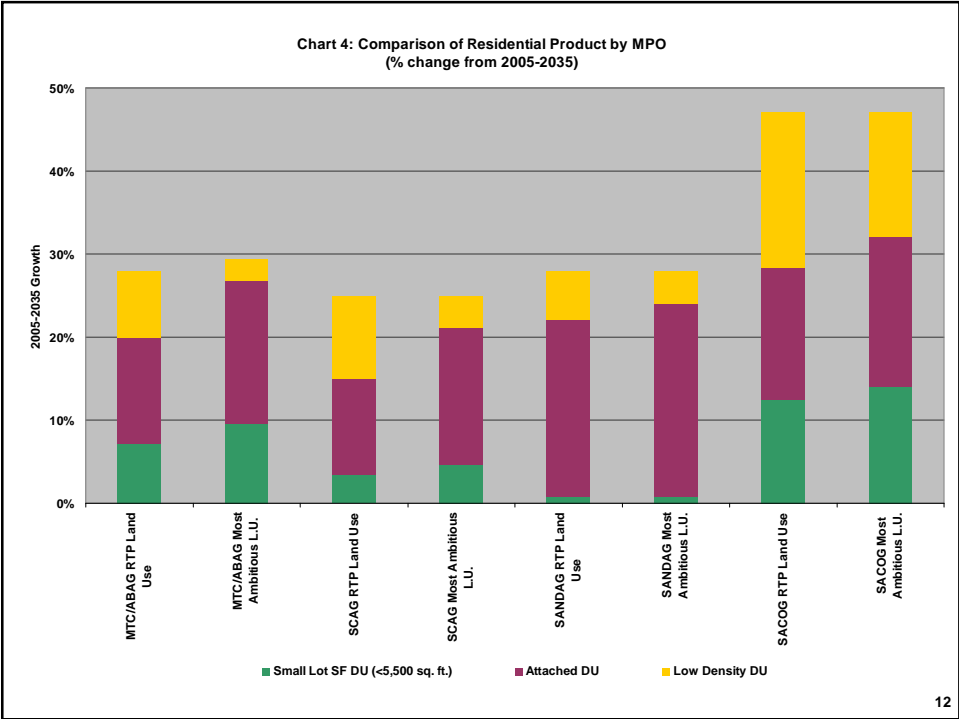
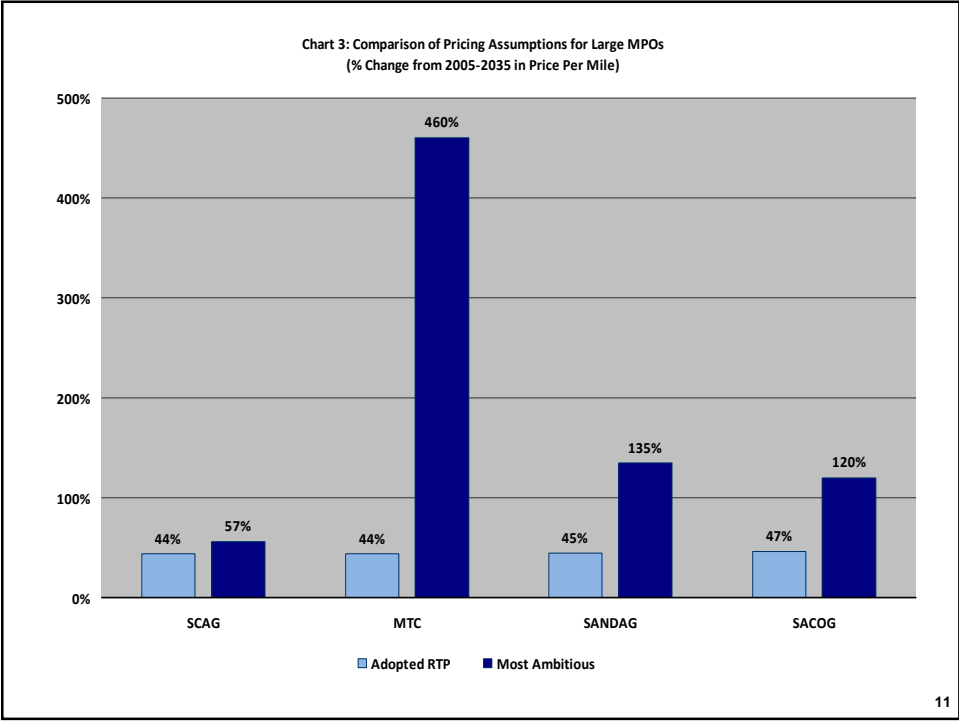
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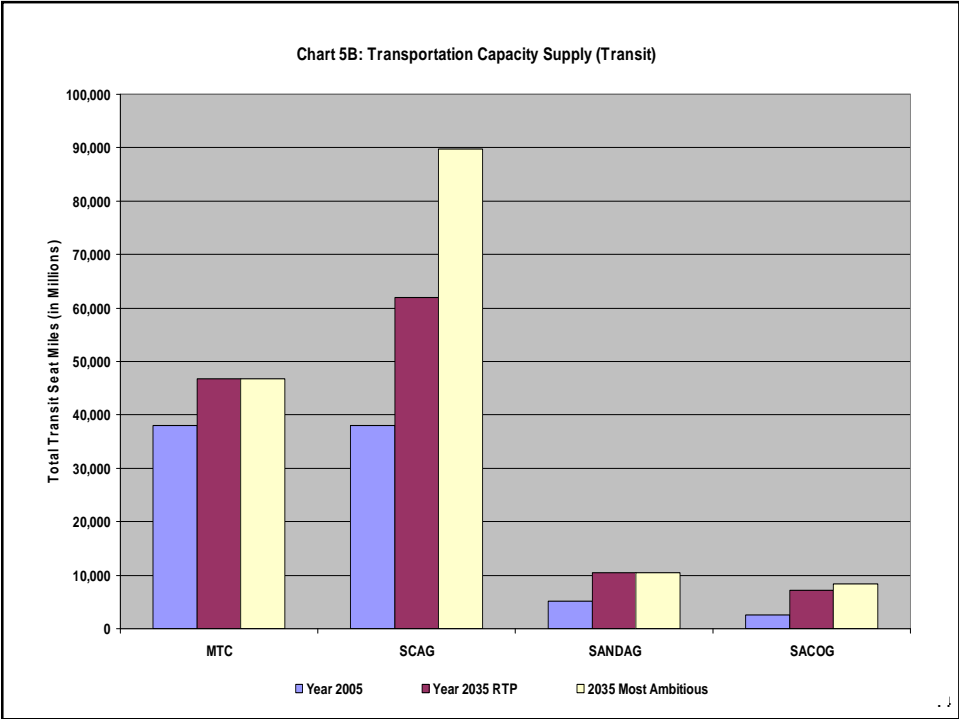
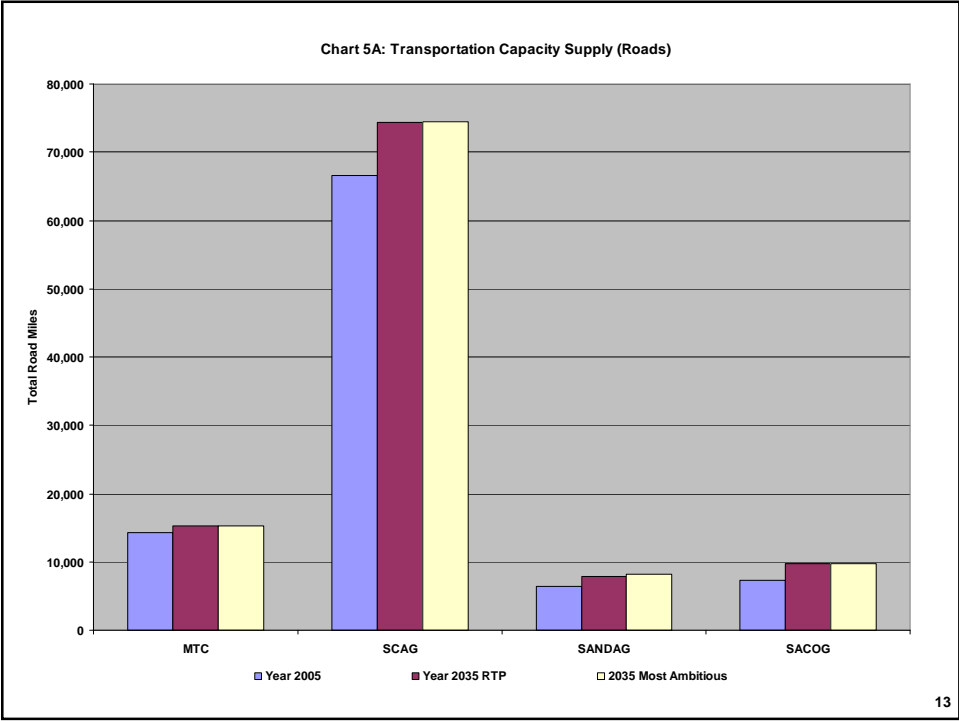
Step 4 – Analysis of Alternative Scenarios

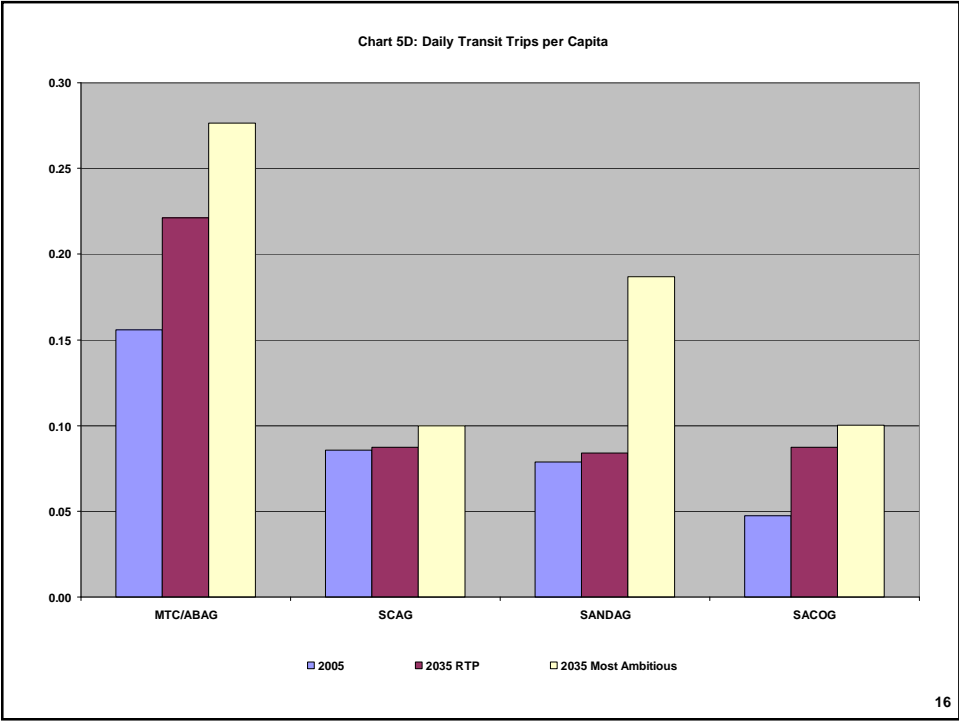
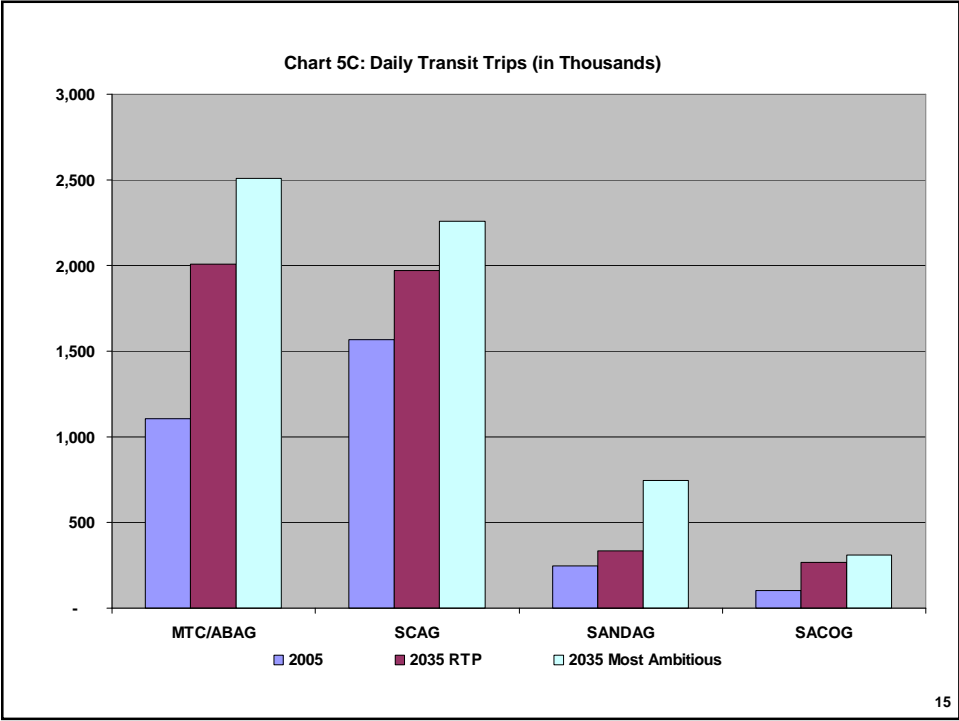
- **MPOs performed initial analysis of alternative scenarios; compared results**
- **Scenarios were refined and re-tested**
- **Comparison tables and charts were prepared**

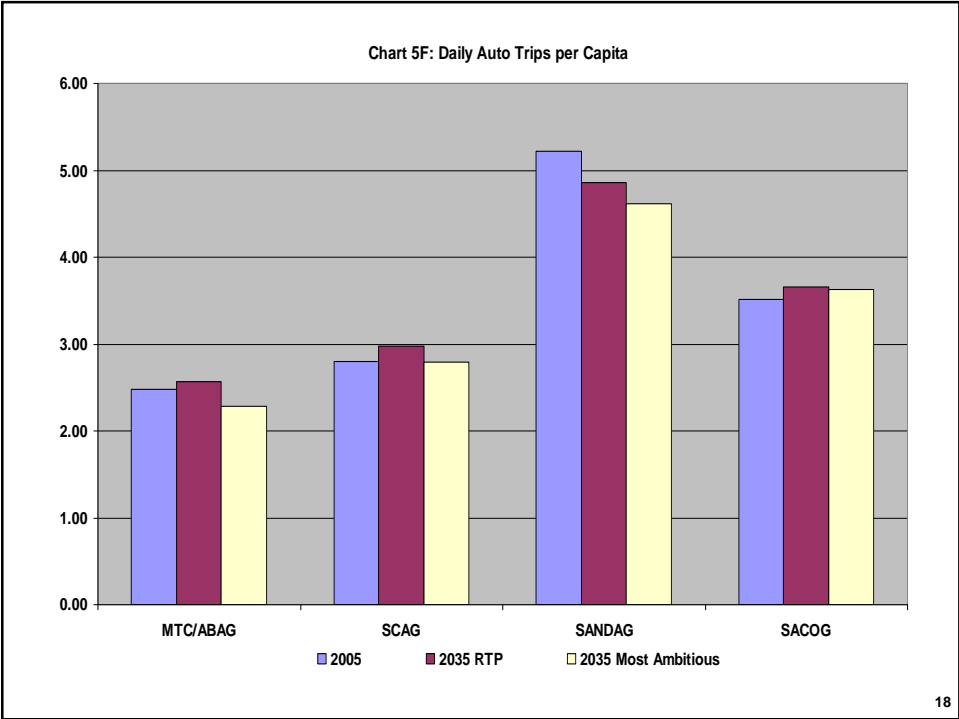
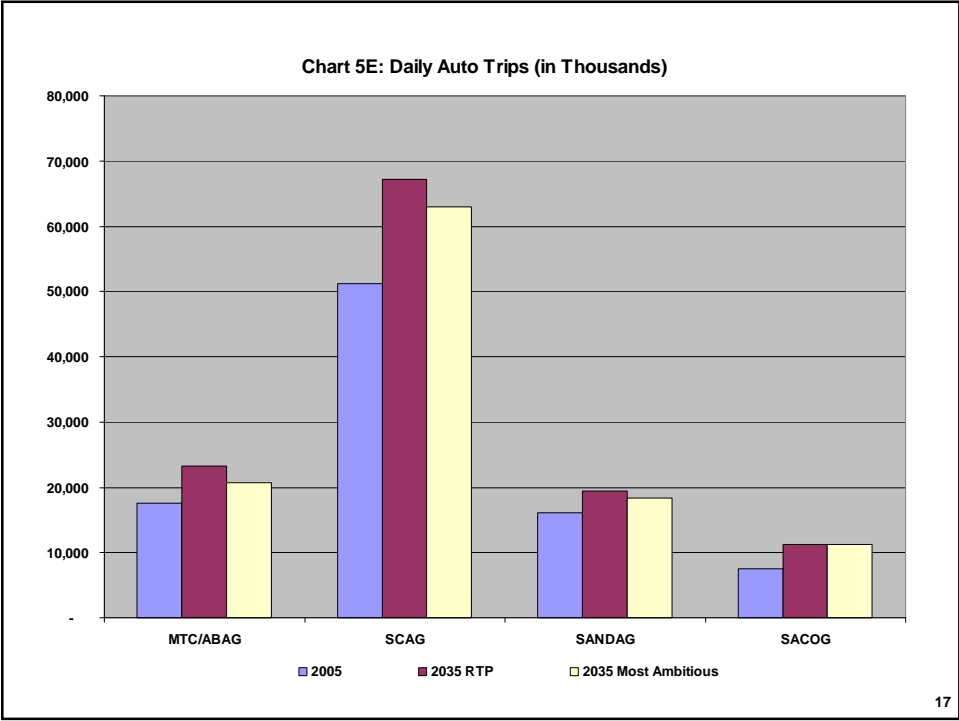
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TDM / TSM Measures

Reductions from 2005 to 2035 for most ambitious scenario:

- **MTC** **1 to 2%**
- **SCAG** **2%**
- **SANDAG** **9 – 10%**
- **SACOG** **1%**

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Conclusions

- Comparison of “most ambitious” scenarios of the four large MPOs suggests:
 - Each MPO achieves different percentage reductions from 2005 to 2035
 - Each MPO is constrained by varying commitments to fund maintenance and operations of existing systems
 - Each MPO has tested aggressive pricing measures; however, such measures have significant policy and legal barriers
 - Each MPO has tested land use scenarios that lead to more compact development patterns than existing plans; results vary by region
 - Transportation systems investments (transit, highway, bicycle, and pedestrian networks) can lead to significant GHG reductions
 - TDM and TSM measures may also lead to GHG reductions, and can often be implemented more quickly than transportation system investments

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Conclusions

- The best (“most ambitious and achievable”) GHG reductions will result from:
 - Further testing of “hybrid” scenarios that combine the most productive individual measures for each region, and are tied to fiscally constrained revenue forecasts per Federal requirements
 - Continued refinement of growth forecasts to accurately reflect changing economic and demographic conditions
 - Evaluation of scenarios in relation to non-GHG performance measures:
 - Other transportation system performance measures
 - Sustainability performance measures incorporating the 3 Es (environmental, economic and social equity factors)

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